### SEE PLOT TO KILL AMERICAN SHIPPING

Head of International Seamen's Union Issues Pamphlet to Prove Case.

NO SETTLEMENT NEAR

Partial Tieup Continues, but Vessels Owned by Board Have Little Trouble.

Andrew Furuseth, president of the International Seamen's Union. said in Washington yesterday that he could prove the stand of the Shipping Board and American Ship Owners Association in their wage dispute with marine work-ers was part of an international plot to

destroy American shipping.

Mr. Furuseth said he had tried to get a personal hearing from a committee of Congress and from the President and tell them about the "plot," and falling in that he had prepared a fifty-five page "statement of facts" and given them to members of the Cabinet and other of-

"The Shipping Board, which is organ-

ing to waterway and motor truck traffic of many lines of freight formulated to develop American sea power. his printed statement says, "seems to accept and to follow the policy of the ship owners, and yet it was under their policy in dealing with the personnel that the American flag vanished from the sea and American shipping became substantially limited to the coastwise trade."

Mr. Furuseth called attention to the similarity of wage proposals made almost simultaneously by owners in various countries. His main charge was that the American Ship Owners Mutual Protection and Indemnity Association, line, which the Emergency Fleet Corporation joined, is "a younger brother" of the similar English organization. Its bylaws do not specifically provide for insurance against strikes, but according to Mr. Furuseth. "that is how it has been used in England and unquestionably it will be so used in America."

He argued that as a member the Emergency Fleet Corporation, controlling about three-fourths of the American tonnage, will have to pay three-fourths of the cost of fighting labor organizations that seek to influence wages or conditions on American vessels, and that the money must come from American taxpayers.

There was no talk in Washington side of the coastwise competition with the railroads," Mr. Krutschnitt said:

that the money must come from American taxpayers.

There was no talk in Washington yesterday of resuming the joint conferences and little hope was expressed in official circles of an early adjustment resulting in direct settlement of the strike. Meanwhile it became apparent in New York that the Shipping Board is having better luck in getting crews for its vessels and sending them away than are the private owners with their boats, although there is nothing like a complete tieup. At the New York office of the board it was said that the board's cargo vessels loaded and scheduled to sail were not missing dates on account of shortage of crews.

It is asserted by the unions and not denied by the other side that the crews of most American steamships entering ports are resigning as fast as their vessels dock, giving twenty-four hours notice. The unions also say that several of the sailings since the strike began have been of ships whose crews signed articles in other ports at the old scale, without the wage reduction before the strike.

"It is reported," said H. H. Raymond,

The Pacific American Steamship Owners Association has taken steps to expel the China Mail Company, which has settled with the strikers at the old wage.

Seven American steamships sailed from New York yesterday and eleven which, in the list of the Naval Communication of the Naval Communicati eation Bureau, were scheduled to sail, did The sailings were: Tenaffy, Orien not. The sailings were: Tenafly, Oriental Navigation Company, for Norfolk;
L. J. Drake, Standard Oil, for Tampico;
El Alba, Morgan liner, Galveston: Santa
Teresa, W. R. Grace & Co., for Callao;
Edward L. Doheny, Jr., Pan American
Petroleum and Transportation Company,
for Tampico: West Inskip, Black Diamond Steamship Company, for Rotterdam; Jefferson, Old Dominion freight
line, for Norfolk; Munindies, Munson
line, for Cuba.

#### SHIP STEWARDS OUT AGAINST PROPOSED CUT HARDING STILL WANTS Won't Accept Wage Reduction and Hold Up Ships.

LONDON, May 11.—The steamship stewards and cooks who recently de-clared their intention not to accept the wage cut of about 17 per cent. maintain a firm attitude against the proposition.

Office Staff of Cunard Line to Help Man Ship.

London, May 12 (Thursday).—Doubt as to whether the Cunard steamship Aquitania would be able to sail Saturday for New York has been removed, says the Doily Moil, through the office staff of the Cunard line at Liverpool having volunteered to replace the striking stewards, cooks and butchers who refuse to sign for the trip because of a cut in wages. It is said the directors and managers have placed themselves on the same footing as the other volunteers.

States Shipping Board. Mr. Farrell said:

"I wish to reiterate in the strongest possible terms that I have not and will not change my position, as previously estated, that I am not considering the position of the chairman of the United States Shipping Corporation."

ART SALES.

See Page Opposite Editorial for full particulars of Public Auction Sale.

teers.
The big steamship will leave South-ampton on schedule with 3,000 passen-gers, including fifteen British babies who are going to new homes in the United states under the care of the National Adoption Society.

....

#### Gompers Called Tool by Labor Convention

HUNTINGTON, W. Va., May 11.—A resolution condemn-ing the policies of Samuel Gom-pers, president of the American Federation of Labor, was adopted here to-day by the West Vir-ginia Federation of Labor in an-

nual convention.

The resolution characterized Mr. Gompers as a tool of poli-ticians. and declared that under his guidance the federation was "like a ship without a rudder."

### SHIPS AND MOTORS CALLED PETS OF U.S.

Kruttschnitt Tells Senators How Competition Injured Railroads.

pecial Despatch to THE NEW YORK HERALD. New York Hernld Bureau, Washington, D. C., May 11.

Railroads are feeling keenly the shift ing to waterway and motor truck traffic of many lines of freight for

motor trück competition.

Calling attention to the fact that the aggregate expenditures of the Shipping Board up to January 1 this year had been reported as \$3,062,000,000 in the construction of 1,657 vessels, "engaged in most aggressive coastwise competition with the railroads," Mr. Krutschnitt said.

"The practice of the board s to turn "The practice of the board s to turn these over to agents to operate at the expense of the Shipping Board, who receive for their services 5 per cent. of the gross receipts. They are relieved of obligation to show any net return to pay overhead expenses, or a naturn on the property investment, so that all incentives to experience the making and ives to conservative rate making and efficiency of management are absent."
Mr. Kruttschnitt will take the stand to-morrow for cross-examination.

#### 7 PAPER MILLS CLOSE, MEN REFUSING CUT

Big Plants Here and in Canada Affected.

Seven of the largest paper mills in the United States and Canada, employing without the wage reduction before the strike.

"It is reported," said H. H. Raymond, president of the Clyde-Mallory lines and the American Steamship Owners Association, "that the striking engineers have asked for a hearing before the House Committee on Appropriations. Many of the members of that committees hall from farming communities in the middle West, which are now receiving for their staple products only a fraction of the prices commanded during the war. These Congressmen will certainly ask the striking leaders to explain why they demand that their wages, including war bonuses, should be maintained at the highest peak, while the incomes of other workers sin the United States are undergoing a severe reduction.

"If the leaders of the strike precipitate a discussion before any Congressional committee they will quickly discover that Admiral Benson is not standing alone but is overwhelmingly sustained by public opinion."

The Pacific American Steamship Owners Association has taken steps to expel the China Mail Company, which has settled the production of the prices of the strike precipitate a discussion before any Congressional committee they will quickly discover that Admiral Benson is not standing alone but is overwhelmingly sustained by public opinion."

The Pacific American Steamship Owners Association has taken steps to expel the China Mail Company, when has estapproximately 9,000 men, closed yester-

ping District Regulations.

Owners of more than \$100,000,000 worth of real estate between Thirty-first and Forty-second streets and Seventh to Ninth avenues, at a meeting last night in the Hotel Astor, adopted resolutions protesting against any change in the zoning regulations which would prohibit the erection of additional loft and manufacturing buildings in that section. Copies of the resolutions were line, for Norfolk; Munindies, Muneon line, for Cuba.

Sailing of the Panama liner Colon was postponed to to-morrow. Other ships, according to the naval bureau, due to go out, but still in port last night were the Concho, Algonquin, Apache, Chester Valley, Iowan, Lake Frolono, Maracalbo, Mattole and Nora. Of these the Chester Valley, Lake Frolono and Mattole are Shipping Board craft.

Ship STEWARDS OUT Brevillier was secretary.

#### FARRELL ON SHIP BOARD But Steel Corporation Head Says He Won't Accept.

ial Despatch to Turn New York Henry

a firm attitude against the proposition.
At Liverpool to-day the stewards refused to sign on the liner Celtic, due to sail for New York the end of this week, while other steamers were held up for the same reason.

Similar conditions prevail in Glasgow. Where the sailing of the Saturifa for Canada and the Columbia for New York have been cancelled owing to inability to accept.

Board, if he can persuade Mr. Farrell to accept to accept the stewards to sign on the lower schedule. New York Herald Bureau. Washington, D. C., May 11.

nicated with Mr. Farrell his desire to FLOYD GRANI & CU., inc. AQUITANIA WILL SAIL

WITH VOLUNTEER FORCE

appoint him, with the understanding that he need not take over the duties as head of the board until July 1. Mr. Farrell has been the President's choice from the first.

Mr. Farrell denied again yesterday in New York the report that he was con-sidering the chairmanship of the United States Shipping Board. Mr. Farrell

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